



To the Honorable Assembly of Commons in house of Parliament.

The humble Petition of the Waggoners or Carriers of the Cities of Oxford, Cambridge, Norwich, Colchester, Northampton, and other Townes and places within this Realme.  
And also of the Clothiers and Trades-men vsing traffique and commerce  
in the said Townes and places.



Humbly shewing,

That the Kings Maiesties Proclamation giuen at *Winfor* the sixt day of August in the twentieth yeare of his Highnesse most happie Reigne ouer vs of this his Realme of *England*, hereunto annexed, is a great hindrance and griuance to your Petitioners; for reliefe whereof your Petitioners about February last was twelue moneths, did most humbly petition the Kings most excellent Maiestie, who thereupon was graciously pleased to refer your Petitioners said griuance to the consideration of the Lords of his Highnes most honorable Priue Councell, vnto whom your Petitioners repairing with his Maiesties said gracious reference, their Honours being busied with more important affaires, had no leisure to consider thereof, and to did nothing therein.

Wherefore your humble Petitioners being still molested and troubled by vertue of the said Proclamation if they go with their said Waggon, doe most humbly pray and beseech this honorable Assembly to receiue this their Petition into consideration, and to reade their griuances and allegations hereafter following, importing both a necessitie and conueniencie that Waggon with foure wheelles should rather be in vse then Carts with two wheelles; And to be a meanes that the said Proclamation may be called in, and they at libertie to vse their Waggon with foure wheelles as in former times, not carrying aboute twentie hundred weight the six moneths in the Winter season; And they shall daily pray, &c.

*Their Allegations.*

1. First, a Waggon or Drug hauing foure wheelles will seldome or neuer ouerthrow (whatsoeuer his loading be) because when one of the wheelles doth rise, the other doth incontinently pull him downe againe, and by that meanes the passengers and goods that are therein, and also the Driuer, are in safetie.

Where on the contrary, a Cart with two wheelles will very often (inevitably) ouerthrow, and in ouerthrowing indanger the liues of the Passengers, if any be therein, and spoile, hurt and soyle the goods, to the losse of the owners market.

2. A waggon by reason of such his secure trauell, doth make more speed on the way then a Cart, and is sooner at his iourneys end, and therefore seldome or neuer much benighted.

Where on the contrary a Cart (for feare of being ouerthrowne) cannot make such speed, and so is inforced to trauell late in the night to accomplish his accustomed iourneys, to the exceeding toyle and danger of the Carter.

3. By the convoy of waggons, many Passengers, both men, women and children, aged, lame and impotent persons are carried to and fro, from place to place, as their occasions driues them, drie and safe, and that for a small charge, which otherwise could not ride on horsebacke, or trauell on foote, to the great ease and benefit of many of the Kings subiects, and profit to your Petitioners the Waggoners.

Where on the contrary, not any can be so convoyed in Carts, without great perill and danger of their liues, by reason of ouerthrowing, whereof there hath been lamentable examples of certaine persons killed neare *Ingersstone*, to the grieue of the subiect, and losse to the Waggoner.

4. A waggon may be guided by a slight and engine downe any steepe hill.

Where on the contrary a Cart cannot, and therefore is not fit for trauell in all places.

5. If a waggon be set fast in a mire-pit, the same is with lesse strength drawne forth with the motion of foure wheelles, then a Cart can be with two wheelles.

6. A waggon with foure wheelles hauing a load of thirtie hundred weight laid vpon the same, will make a lesse cut or impression in the ground then a Cart with two wheelles, hauing but twentie hundred weight; and the reason is, because the thirtie hundred weight lying vpon the foure wheelles, viz. seuen hundred and a halfe vpon a wheele, and the Carts two wheelles bearing ten hundred vpon a wheele, the weight of ten hundred vpon a wheele doth cut and sinke deeper in the ground then seuen hundred and a halfe.

7. A Cart will be driuen and turned aside euery way, and so search out and run ouer the whole compasse of the wayes, and often times in turning short, doth make such a slough or cut in the ground, that a load of stones will scarce fill vp the same pit againe.

Where on the contrary, a Waggon cannot turne out of the way, but go straight outright.

8. It is a hinderance to the Waggoner, and almost a double charge to the Merchant or trades-men vsing cariage, that the Waggoner is restrained and limited by the said Proclamation, that he may not carrie no greater loades in the Summer time, when the wayes are impassible, then in the Winter season, when they are almost impassible.

9. For that since the cellation of Waggon with foure wheelles, and recourse of Carts onely with two wheelles, experience shewes it to be true, that the roade wayes are neuer a iot bettered or preserued, but rather worser and unpaiied: therefore and for the reasons aforesaid, your Petitioners do humbly pray as they haue prayed.

Lastly, the cause of the foulness and badness of the high wayes, is not caused through the recourse of Carts and Waggon, without which the Common wealth cannot be, but for lacke of due amending and repairing in the most needfull places in times conuenient.